

CBP Enterprise Services

Office of Facilities and Asset Management

Overview of CBP Fence

November 9, 2016



U.S. Customs and
Border Protection





Border Fence Overview

- To date, U.S. Customs and Border Protection (CBP) completed 654 miles of primary pedestrian and vehicle fence.
 - Border Fence provides persistent impedance to illegal cross-border activity, which offers Border Patrol agents more time to respond to and resolve threats.
 - CBP has completed three main fence programs since the enactment of the Secure Fence Act in 2006: Pedestrian Fence (PF) 70, PF 225, and Vehicle Fence (VF) 300. Any fence constructed prior to these programs is considered “legacy.”*
 - Tactical Infrastructure (TI) also includes gates; roads, bridges and boat ramps; drainage structures and grates; lighting and electrical systems; and vegetation and debris removal.

Sector	Pedestrian Fence				Vehicle Fence
	Primary	Secondary	Tertiary	TOTAL PF	TOTAL VF
Big Bend (BBT)	4.6	0.0	0.0	4.6	0.2
Del Rio (DRT)	4.0	0.0	0.0	4.0	0.0
El Centro (ELC)	44.0	0.0	0.0	44.0	14.9
El Paso (EPT)	64.8	13.4	4.0	82.3	101.3
Laredo (LRT)	1.4	0.1	0.0	1.5	0.0
Rio Grande Valley (RGV)	54.9	0.0	0.0	54.9	0.0
San Diego (SDC)	45.9	13.6	2.0	61.4	0.4
Tucson (TCA)	71.8	0.8	0.0	72.6	139.4
Yuma (YUM)	62.9	9.0	8.3	80.2	43.8
TOTAL	354.2	36.9	14.4	405.5	299.9



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*The term “legacy” is also used to define older fence designs including landing mat. These legacy designs are being assessed for replacement.

Please note that numbers may not add up due to rounding. Fence mileage is tracked to the thousandth decimal place.

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Border Fence Photos

Pedestrian Fence – PV-1 Bollard Tucson Sector



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Map of Existing Fence



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Border Fence Photos

Pedestrian Fence – Bollard & Legacy



Pedestrian Fence – Legacy



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Border Fence Photos

Vehicle Fence – Normandy



Vehicle Fence – Post/Rail



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Approach to Fence Construction

- **Cost:** On average, cost to construct primary pedestrian or secondary pedestrian fence is approximately \$6.5M per mile. Vehicle fence costs on average approximately \$1.8M per mile.
 - Cost to construct includes project planning and oversight, environmental planning and compliance, real estate planning, design and construction.
 - Average cost does not include real estate acquisition, potential litigation costs, or environmental mitigation.
 - If secondary fence is constructed, an additional \$1M per mile is required for road construction between layers of fence.
- **Legal Considerations**

(b) (5)



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Approach to Complete Fence Construction

- **Government Furnished Material (GFM) and Supply Chain:**

- The Buy American Act restricts the purchase of supplies that are not domestic products requiring 50% of the components to be produced in the U.S.
 - Exceptions include non-availability and unreasonable costs. In order to purchase steel at a reasonable cost, the CBP Head of Contracting Activity (HCA) will need to utilize FAR Part 25.2 to make a determination on cost reasonableness. Without a determination of cost reasonableness, there is a high risk of extremely high costs for steel.
- In order to ensure steel availability on time, at a lower cost and to avoid contractors competing for materials, CBP will establish a Supply Chain Management contract to purchase and deliver steel to the sites. Contract will be similar to the Boeing contract utilized during the prior fence construction programs.

- **Procurement**

- CBP continues to work with its service providers to establish Multiple Award Task Order Contracts (MATOC) and Indefinite Delivery Indefinite Quantity (IDIQ) Contracts to allow for an expedited contract award process for fence construction. Currently the existing contract vehicles allow for \$167M in capacity for design and \$162M in capacity for construction.

- **Other Considerations:**

(b) (5)



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Roads

- CBP manages an inventory of over 5,100 miles of roads identified by the U.S. Border Patrol for maintenance.
 - Roads are utilized for operational requirements include patrol and drag roads. Additionally, these roads provide access to tactical infrastructure including fence and boat ramps.
- CBP is currently in the process of obtaining both real estate access and environmental clearance to ensure maintenance can be conducted on these roads.
 - As of November 2016, 1,509 miles are fully cleared for maintenance and the remaining 3,619 miles are in the process of acquiring both real estate access and environmental clearance. CBP is in the process of acquiring real estate access and completing environmental clearances on the remaining 3,619 miles.
- The average cost to construct new roads is approximately (b) (5) per mile.
 - Estimate is a rough order of magnitude does not include land acquisition.
- The recurring average cost to maintain existing roads is \$16,500 per mile, per year.
 - Estimates for "recurring costs" reflect average maintenance costs per mile of roads.



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BACKUP



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Border Fence Background

- Section 102(b) of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (IIRIRA), as amended, authorizes the Department of Homeland Security (DHS) to construct border infrastructure, including fencing, in locations where such infrastructure would be most practical and effective in deterring illegal entry on the southwest border.
- The purpose of border fence construction is to provide persistent impedance to illegal cross-border activity, which offers Border Patrol agents more time to respond to and resolve threats. (b) (7)(E)
(b) (7)(E)
- To date, CBP completed 654 miles of primary pedestrian and vehicle fencing along the southwest border: approximately 354 miles of pedestrian fence and 300 miles of vehicle fence at the cost of approximately \$2.3 billion.
- It is important to note that tactical infrastructure (TI) also includes roads; gates and bridges; drainage structures and grates; lighting and electrical systems; vegetation and debris removal; and tower real property, construction and maintenance.



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Current Tactical Infrastructure Unfunded Requirements

- Currently identified requirements from USBP that have been documented by FM&E are listed below. USBP is currently developing their full requirements list to provide to CBP leadership.
 - RGV (b) (7)(E) Phase 2, \$71M: Project includes the completion of (b) (7)(E)
 - Rough Order of Magnitude (ROM) includes approximately \$53M in real estate costs.
 - RGV Fence Segments O-1 – O-3, (b)(3) Project includes the construction of (b) (7)(E) of primary pedestrian fence. (Note, this mileage in
 - ROM cost estimate includes (b) (7)(E) of roads to access the fence segments.
 - Assumes (b) (7)(E) fence design and costs associated with real estate acquisition are not included in this estimate.
 - ELC Fence Repair / Panel Replacement, \$6.9M: Project includes replacement and repair of approximately (b) (7)(E) of primary pedestrian fence.
 - YUM C-1 (b) (7)(E) All Weather Road Improvement, \$6.6M: Project includes (b) (7)(E) of road improvements.
 - TCA (b) (7)(E) Maintenance and Repair, \$2.5M: Requirement includes maintenance on the (b) (7)(E)



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